



DID YOU KNOW. . .

American with Disabilities Act (ADA) does not solve the transportation problem for people with disabilities

- ADA requires local transit agencies to provide complementary paratransit services within ¾ mile of the bus routes to eligible people with disabilities who are unable to use the regular fixed-route service.
- Half of all adults in the United States **cannot** choose to take public transportation because service is not available in their area, particularly in rural and small towns.
- In Puget Sound, public transit service boundaries are not always countywide. 15% of Snohomish County, 10% of Pierce County, and 6% of the King County populations live outside the transit services areas. Kitsap County funds transportation throughout the county, although some levels of service are limited by time of day and day of week.

Our Population is Aging

- 35.9 million people age 65 and over live in the United States on July 1, 2003. That is 12% of the total population. It is expected that by the year 2050, this sector of the population will grow to 21%.
- 11.2 % of the population of Washington State is over age 65, 7.4 % have a physical disability which may impact mobility, and 10.6 % have incomes below the poverty level.
- The fastest growing segment of our population is the over 80 age group.
- People outlive their ability to drive: men, an average of six years; women an average of 11 years.⁷ More than one in five Americans aged 65 or more do not drive.
- Half of all non-drivers aged 65 or more stay home because they report having no mobility options.
- Compared with older drivers, older non-drivers in the United States make: 15% fewer trips to the doctor; 59% fewer shopping trips and visits to restaurants; 65% fewer trips for social, family and religious activities.

Yellow School Buses Can Transport More Than Kids

- School buses provide the largest network of publicly funded transportation in the United States. In Washington State, approximately \$185 state and local dollars are expended on school transportation. These vehicles cover virtually every corner of the state, running over more miles of road than public transportation systems throughout the Puget Sound region.
- Coordination of after-school and transit service in Mason County saved Mason Transit and the Mason County School Bus Transportation Co-op over \$20,000 per year in operating expenses, \$120,000 in vehicle purchase costs, and \$84,000 in annual fuel costs in 2001 by having the transit district contract with the school district for excess vehicle service hours.
- The Iowa State University's Center for Transportation Research recently released a report that found existing coordination between public transit and public schools saves Iowa taxpayers over \$1 million per year.

¹ Population and demographic data from 2000 U.S. Census

² Analysis conducted by King County Metro. Includes local, state and federal funding.

³ Analysis conducted by the WSDOT Agency Council on Coordinated Transportation. Includes state and federal funding.

⁴ United State General Accounting Office, Transportation Disadvantaged Populations, 2003

⁵ CTAA Journal, Sept./Oct. 2002: The Gathering Storm ; article by Jon Burkhardt

⁶ Analysis conducted by King County Metro. Fixed-route includes transit and school trips. Demand response includes ADA and Medicaid, volunteer, and community agency trips.

⁷Foley, D. et al. "Driving Life Expectancy of Persons Aged 70 Years and Older in the U.S.," American Journal of Public Health, August 2002, vol 92, no. 8.]

COORDINATED TRANSPORTATION FACT SHEET



**UNITED WE RIDE
PUGET SOUND**

Leadership Forum on
Coordinated Special Needs Transportation
June 14, 2004



WHAT IS SPECIAL NEEDS TRANSPORTATION?

People with special transportation needs are defined in state law as:

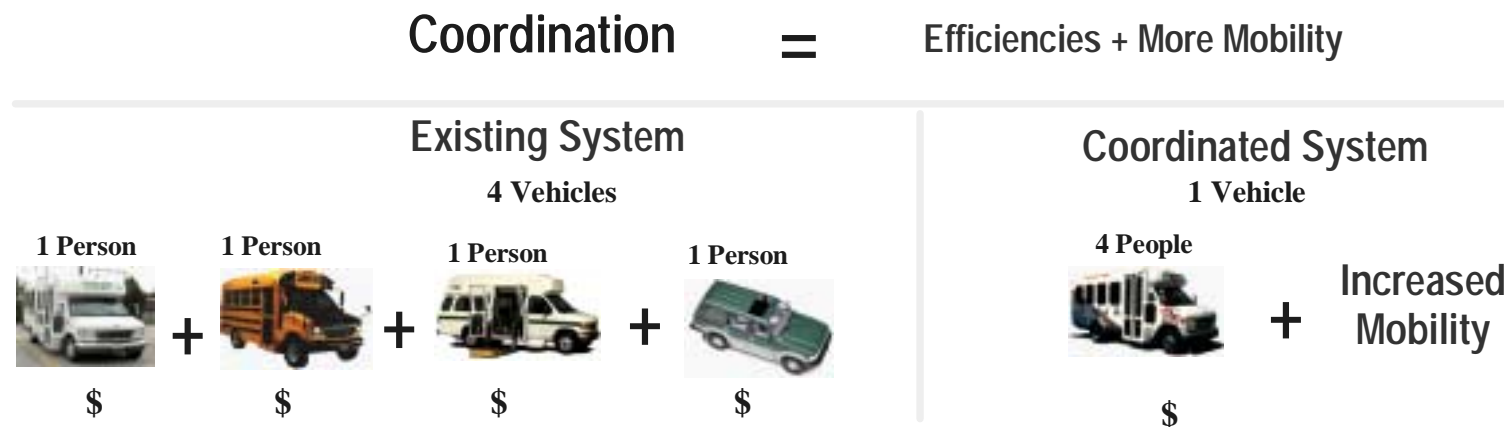
“People, including their attendants, who because of physical or mental disability, income status, or age, are unable to transport themselves or purchase transportation.” [RCW47.06B.012]

What is Coordinated Transportation?

62 federal programs in 8 federal agencies fund a variety of transportation services to populations that are transportation disadvantaged. State and local programs also fund transportation for this population. Each program has its own authorizing statutes, purposes and goals, target population, eligibility criteria, rules and regulations, administrative structure, funding process, reporting requirements, and system for delivering transportation services. Our current mechanism for funding transportation results in duplicative, confusing, and fragmented transportation services that fails to meet comprehensive transportation needs.

A coordinated transportation system safely and efficiently provides comprehensive and user-friendly public and private transportation services.

Transportation programs – *such as public transit, schools, Medicaid, nursing homes, retirement residences, taxis and cabulances, senior centers, and volunteer programs* – share resources, facilities, and information; and coordinate trip reservations, scheduling, dispatching, and passenger trips. In addition, passengers have just one place to go to determine trip eligibility and to make a reservation.



THE FACTS

The People¹

About 3.4 million live in the King, Snohomish, Pierce, and Kitsap counties. Of that population, approximately one-third to one-half most likely has, or will have, special transportation needs.

Seniors	12% of population
Kids	24% of population
Low-Income	9% of population
Disabilities	22% of population

The Cost

In 2001, out of each dollar a household spent, 19.3 cents was spent on transportation. Federal, state and local programs spend in excess of \$10 billion on transportation programs. Yet there are still people who cannot get where they need to go.

Total annual operating costs for providing transit, school, and social service trips is estimated at:

Puget Sound = \$600 million+²

Washington State = \$1 billion+³

Federal programs = \$10 billion+⁴

(Non-emergency Medicare ambulance costs = \$250 million to \$1.25 billion – 10 to 50% of all Medicare transportation costs)⁵

The Reinvestment Potential⁶

Approximately 210 million one-way passenger trips (fixed route and demand response) are provided each year in Puget Sound. The average direct operating cost per passenger trip is:

Fixed-Route= \$2.50 - \$3.00

Demand Response = \$22 - \$25

A 20% reduction in the average cost per demand response passenger trip in Puget Sound could be reinvested to provide an additional 1 million trips per year.

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